

Abstract of the Disclosure

A method for monitoring an internal combustion engine is described in which fuel is injected directly into at least one combustion chamber in at least two partial injections via at least one final controlling element, in which an actual torque is determined at least on the basis of one fuel mass that is to be injected and/or has been injected, such actual torque being compared with a permitted torque of the internal combustion engine and an error response being initiated if the actual torque is in a predefined ratio to the permitted torque. A corresponding application of the method for monitoring an internal combustion engine as well as a corresponding device are also described.

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